



**City of Pleasant Ridge**  
23925 Woodward Avenue  
Pleasant Ridge, Michigan 48069

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**City Commission Meeting  
February 23, 2021  
Agenda**

Honorable Mayor, City Commissioners and Residents: This shall serve as your official notification of the Special City Commission Meeting to be held Tuesday, February 23, 2021, at 6:00pm, via teleconference as described below. The following items are on the Agenda for your consideration:

**SPECIAL CITY COMMISSION MEETING – 7:30 P.M.**

- 1. Meeting Called to Order.**
- 2. Roll Call.**
- 3. Woodward Avenue TAP Grant Application for the Woodward Avenue Complete Streets Project.**
- 4. Adjournment.**

Due to the COVID-19 State of Emergency declared by the Governor's Executive Order 2020-4, the limitation on public assemblies of Executive Order 2020-11, and the permitting of public meetings by remote participation allowed by Governor's Executive Order 2020-15, the February 23, 2021, Pleasant Ridge City Commission meeting will be conducted via remote participation.

All members of the public will be permitted to participate during the public comment and public hearing portions of the meeting. There are two ways that members of the public can participate in the meeting 1) by joining the Zoom meeting by computer videoconference, or 2) by watching the meeting livestream on the City's YouTube channel or public access channel and providing comments by email at appropriate times during the meeting. If you have any ADA questions, please call the Clerk's Office (248) 541-2901.



# City of Pleasant Ridge

James Breuckman, City Manager

From: Jim Breuckman, City Manager  
To: City Commission  
Date: February 19, 2021  
Re: Woodward Avenue Transportation Alternatives Program Grant Application

## Overview

City Staff have been working on a combined, multi-jurisdictional Transportation Alternatives Program (TAP) grant application with the City of Ferndale to implement complete streets improvements along the length of Woodward in our cities.

The proposed improvements would include continuing the two-way cycle track on the east (northbound) side of Woodward from Sylvan to the south City border and adding two-way cycle track infrastructure along the entire length of Woodward on the west (southbound) side.

We are proposing a 30% local match for the grant. The total estimated project cost is \$3,493,271. Pleasant Ridge's share of that cost is \$388,575, while Ferndale has a \$3,104,696 cost.

The Pleasant Ridge cost breakdown is as follows:

Pleasant Ridge Total Construction Cost: .....\$388,575  
*Pleasant Ridge TAP Grant Funding Request: .....\$272,003*  
*Pleasant Ridge Local Grant Match (30%): .....\$116,572*

Engineering: .....\$38,857  
**Pleasant Ridge Total Cost: .....\$155,430**

The request is for the City Commission to approve the TAP grant application for the Woodward Avenue Complete Streets project.

## Background

The TAP grant application coincides with MDOT's planned capital preventative maintenance project for Woodward, which includes resurfacing Woodward between I-696 and 8 Mile. The planned maintenance project is tentatively scheduled from April to November 2022. The proposed changes to Woodward in this TAP grant would be implemented at that time.

Pleasant Ridge and Ferndale have been working over the past two years to include safety and mobility improvements and modifications in the MDOT maintenance project. Community-wide engagement has

been conducted through the Ferndale Moves project, to which Pleasant Ridge residents have been invited to participate.

TAP is a competitive federal grant program administered by MDOT and SEMCOG. It funds projects such as bicycle facilities, shared-use paths, green infrastructure, and safe routes to school. Applications are due to SEMCOG on February 24 for projects that would be constructed in 2022. We secured a TAP grant to add the cycle track component from Sylvan north to Main Street to our upcoming Woodward Streetscape project.

Toole Design has completed the initial concept plan, a road diet traffic study demonstrating that a reduction from 8 to 6 travel lanes is feasible, and a concept design plan to support the TAP grant application. The concept design plan continues the pattern we are planning on the east side of Woodward north of Sylvan – the existing parking lane will be converted into the two-way cycle track, and the existing right-most travel lane will be converted to on-street parking. On the west side of Woodward we will be converting the right-most travel lane into a two-way cycle track south of Poplar Park. The concept design plan is attached to this agenda summary.

### **Requested Action**

City Commission approval of the Transportation Alternatives Program grant application for the Woodward Avenue Complete Streets project.



2/18/2021  
CONCEPT PLAN  
WOODWARD AVENUE ROAD DIET  
MADE BY: JK  
CHECKED BY: JD

OPINION OF PROBABLE COST							
REF	ITEM	UNITS	ITEM DESCRIPTION	SS/SP REQUIRED	QUANTITY	UNIT COST	TOTAL COST
GENERAL ITEMS							
3	-	LS	Mobilization		1	\$150,000.00	\$150,000.00
SIGNING AND MARKING							
REF	ITEM	UNITS	ITEM DESCRIPTION	SS/SP REQUIRED	QUANTITY	UNIT COST	TOTAL COST
4	8100360	EA	Post, Flexible, Delineator	NA	1433	\$65.00	\$93,145
1	8100371	FT	Post, Steel, 3 lb	NA	444	\$6.50	\$2,886
1	8100405	SFT	Sign, Type IIIB	NA	112	\$17.00	\$1,904
1	8110103	EA	Pavt Mrkg, Polyurea, Yield	SP920A, 920B	121	\$200.00	\$24,200
4	8110104	EA	Pavt Mrkg, Polyurea, Bike, Small Symbol	SP920A, 920B	191	\$130.00	\$24,830
4	8110106	EA	Pavt Mrkg, Polyurea, Directional Arrow Symbol, Bike	SP920A, 920B	191	\$150.00	\$28,650
1	8110114	FT	Pavt Mrkg, Polyurea, 24 inch, Stop Bar	SP920A, 920B	688	\$10.00	\$6,880
2	8110196	FT	Pavt Mrkg, Thermopl, 4 inch, Yellow	SP920A, 920B	18834	\$1.50	\$28,251
2	8110198	FT	Pavt Mrkg, Thermopl, 6 inch, White	SP920A, 920B	47222	\$2.00	\$94,444
1	8110199	FT	Pavt Mrkg, Thermopl, 6 inch, White	SP920A, 920B	3729	\$2.00	\$7,458
2	8110212	FT	Pavt Mrkg, Thermopl, 12 inch, Cross Hatching, White	SP920A, 920B	10663	\$4.00	\$42,652
1	8110214	FT	Pavt Mrkg, Thermopl, 12 inch, Crosswalk	SP920A, 920B	24240	\$6.50	\$157,560
-	SPECIAL	SY	Green Thermoplastic Pavement Marking and Anti-Skid Surfacing	SPECIAL	1363	\$100.00	\$136,300
CATEGORY TOTAL:							\$649,160
FLOATING BUS STOPS							
REF	ITEM	UNITS	ITEM DESCRIPTION	SS/SP REQUIRED	QUANTITY	UNIT COST	TOTAL COST
1	8020037	FT	Curb and Gutter, Conc, Det F	SP604B	408	\$22.00	\$8,976
1	8020001	FT	Curb, Conc, Det E	SP604B	432	\$20.00	\$8,640
1	8030046	SFT	Sidewalk, Conc, 6 inch	SP604B	3894	\$7.00	\$27,258
1	2050023	CYD	Granular Material, CI II	NA	348	\$20.00	\$6,960
1	2040050	SFT	Pavt, Rem	NA	5766	\$15.00	\$86,490
1	6030090	FT	Saw Cut, Intermediate	NA	900	\$3.00	\$2,700
-	-	EA	Relocate Bus Shelter	NA	2	\$20,000.00	\$40,000
CATEGORY TOTAL:							\$181,024
DRIVEWAY CLOSURE (23459 WOODWARD AVE)							
REF	ITEM	UNITS	ITEM DESCRIPTION	SS/SP REQUIRED	QUANTITY	UNIT COST	TOTAL COST
1	2040055	SFT	Sidewalk, Rem	NA	400	\$14.00	\$5,600
1	8030046	SFT	Sidewalk, Conc, 6 inch	SP604B	400	\$7.00	\$2,800
1	6030090	FT	Saw Cut, Intermediate	NA	72	\$3.00	\$216
1	2050023	CYD	Granular Material, CI II	NA	10	\$20.00	\$200
1	8020037	FT	Curb and Gutter, Conc, Det F	SP604B	20	\$22.00	\$440
CATEGORY TOTAL:							\$9,256
MILL AND PAVE (FOR 12' ROADWAY LANE CONVERTED TO 3' BUFFER 9' BICYCLE LANE)							
REF	ITEM	UNITS	ITEM DESCRIPTION	SS/SP REQUIRED	QUANTITY	UNIT COST	TOTAL COST
1	5010002	SYD	Cold Milling HMA Surface (Assume 4" Milling)	NA	31000	\$2.00	\$62,000
1	50100XX	TON	HMA	SP501C, D, G, U, W, Z	7000	\$115.00	\$805,000
CATEGORY TOTAL:							\$867,000
CONVERT EXISTING PARKING BAYS TO CONCRETE SIDEWALK WITH CURB AND GUTTER (22812 & 23130 WOODWARD AVE)							
REF	ITEM	UNITS	ITEM DESCRIPTION	SS/SP REQUIRED	QUANTITY	UNIT COST	TOTAL COST
1	2040050	SFT	Pavt, Rem	NA	1750	\$15.00	\$26,250
1	8030046	SFT	Sidewalk, Conc, 6 inch	SP604B	1500	\$7.00	\$10,500
1	6030090	FT	Saw Cut, Intermediate	NA	1500	\$3.00	\$4,500
1	2050023	CYD	Granular Material, CI II	NA	33	\$20.00	\$660
1	8020037	FT	Curb and Gutter, Conc, Det F	SP604B	125	\$22.00	\$2,750
CATEGORY TOTAL:							\$44,660
SUBTOTAL:							\$1,901,100
PERCENTAGE BASED ITEMS							
Drainage and Stormwater Management (20%)							\$380,220
Erosion and Sediment Control (2%)							\$38,022
Traffic Signal Adjustment (10%)							\$190,110
Utility Relocation and Adjustment (5%)							\$95,055
Maintenance of Traffic (10%)							\$190,110
SUBTOTAL:							\$2,794,617
Contingency (25%)							\$698,654
TOTAL ESTIMATED COST:							\$3,493,271
TOTAL ESTIMATED COST - CITY OF FERNDALE							\$3,104,696
TOTAL ESTIMATED COST - CITY OF PLEASANT RIDGE							\$388,575

**DISCLAIMER:**

Opinions of probable cost were developed by identifying major pay items and establishing rough quantities to determine a rough order of magnitude cost. Additional pay items have been assigned approximate lump sum prices based on a percentage of the anticipated construction cost. Planning-level cost opinions include a 30% contingency to cover items that are undefined or are typically unknown early in the planning phase of a project. Unit costs are based on 2020 dollars and were assigned based on historical cost data from the references below. Cost opinions do not include easement and right-of-way acquisition; permitting, inspection, or construction management; engineering, surveying, geotechnical investigation, environmental documentation, special site remediation, escalation, or the cost for ongoing maintenance. A cost range has been assigned to certain general categories such as utility relocations; however, these costs can vary widely depending on the exact details and nature of the work. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.

**REFERENCES:**

1. MDOT 2020 Weighted Average Item Price Report
2. MDOT 2019 Weighted Average Item Price Report
3. MDOT Scoping Manual - Chapter 8 Cost Estimating
4. February 17, 2021 - Email from JDL



WEIGHT MILE RD

W BENNETT ST

W CHESTERFIELD ST

W WEBSTER ST

E EIGHT MILE RD

LINDSAY LN

E BENNETT ST

E CHESTERFIELD ST

E WEBSTER ST





W WEBSTER ST

FIELDING ST

ADAMS CT

E WEBSTER ST

JEWELL ST

SILMAN ST







W MARSHALL ST

W HAZELHURST ST

PEARSON ST

E MARSHALL ST

E HAZELHURST ST

UNIVERSITY ST

COLLEGE ST







LEROY ST

ALBANY ST

W SARATOGA ST

ACADEMY ST

ARDMORE DR

E SARATOGA ST



W SARATOGA ST

W TROY ST

W NINE MILE RD

WITHINGTON ST

E TROY ST

E NINE MILE RD

VESTER AVE





WITTINGTON ST

W BRECKINRIDGE ST

W CAMBOURNE ST

E BRECKINRIDGE ST

E CAMBOURNE ST





W LEWISTON AVE

W MAPLEHURST AVE

W WOODLAND ST

W DRAYTON ST

E MAPLEHURST AVE

E WOODLAND ST

E DAYTON ST



W DRAYTON ST

W OAKRIDGE ST

CAMBRIDGE BLVD

OXFORD BLVD

E OAKRIDGE AVE

WOODWARD HEIGHTS



OXFORD BLVD

OAKLAND PARK BLVD

ELM PARK BLVD

SYLVAN AVE

MAYWOOD AVE

AMHERST RD







ELM PARK BLVD

POPLAR PARK  
BLVD

MILLINGTON RD

WELLESLEY DR

DEVONSHIRE RD

N MAIN ST

W TEN MILE RD



**EIGHT MILE BOULEVARD ASSOCIATION**  
20500 Conant  
Detroit, MI 48203  
[www.eightmile.org](http://www.eightmile.org)

February 18, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

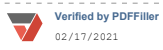
Dear TAP Review Committee:

The 8 Mile Boulevard Association (8MBA) would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Over the course of the last 27 years, 8MBA has served as a conduit between the different stakeholders who call the corridor home which includes the City of Ferndale. We have a proven history of strengthening and uniting our region through tangible, impactful revitalization efforts. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. Today, bicycle and pedestrian improvements that improve our local quality of life are strongly supported by the residents of the Cities and the surrounding area which includes fellow 8MBA member communities. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

Currently, 8MBA is serving as the project manager and fiduciary for the 8 Mile and Woodward Improvement Project which is designed to provide physical improvements to the intersection as well as improve health and human services outcomes for the people who reside there. The proposed activities provide an opportunity to build on past work and formally establish an artistic, lighted "front door" welcome to the Cities of Detroit and Ferndale, creating a safe and welcoming environment for pedestrians and vehicles. 8MBA recognizes the importance of bicycle and pedestrian infrastructure in our communities especially in support of this project. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify their transportation options, improve the health and safety of their community members, foster continued economic development in their downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

I enthusiastically submit this letter of support on behalf of the Eight Mile Boulevard Association and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,



Patty Rudd  
Operations Manager  
Eight Mile Boulevard Association



# CITY OF BERKLEY

3338 COOLIDGE HWY, BERKLEY, MICHIGAN 48072  
(248) 658-3300 - WWW.BERKLEYMICH.NET

February 11, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

The City of Berkley would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it was the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our Cities and the surrounding area. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

The City of Berkley recognizes the importance of bicycle and pedestrian infrastructure in our communities. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the City of Berkley and our residents and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's Woodward Moves Complete Streets plan.

Respectfully,

A handwritten signature in black ink, appearing to read "Matthew Baumgarten".

Matthew Baumgarten  
Berkley City Manager



Dear TAP Review Committee:

As an Oakland County Commissioner, I would like to express my full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is known as the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which brought together the historic communities that are located along its length, and later it helped usher in the era of the automobile as the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents and visitors alike. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

Improving bicycle and pedestrian infrastructure in our communities is vital. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience also positively impacts community health, economic development and climate resilience. The mobility solutions proposed as part of the TAP grant will allow Ferndale and Pleasant Ridge to continue diversifying transportation options, improve the health and safety of our community, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,



**Charlie Cavell**

Oakland County Commissioner, District 18



DetroitGreenways.org – P.O. Box 32013, Detroit, Michigan 48232  
info@detroitgreenways.org, (313) 649-7249

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February 15, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue, Suite 1400  
Detroit, Michigan 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

The Detroit Greenways Coalition strongly supports the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue.

Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it had the world's first mile of concrete highway. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our Cities and the surrounding area.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. It also builds on the concepts developed with the Woodward Complete Streets project. It will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. It leverages the investments made in the MoGo bike share system and lays the groundwork for an eventual connection across Eight Mile. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

Lastly, I will add that I have personally ridden this portion of Woodward for the past 25 years. I cannot count the number of times motorists have driven carelessly by me, physically bullied me with their vehicle, and even threatened me with assault. This happens monthly. No other road segment I ride is more dangerous to my personal safety than this one. Others have shared similar concerns. One friend started a new family and decided to no longer ride this section of Woodward because it was no longer worth the risk. We must address this safety issue and this TAP grant is a great start. Improving Woodward's safety for all cannot come soon enough.

Sincerely:

Todd Scott, Executive Director

Our **Vision** is a strong, healthy, vibrant City of Detroit and surrounding region where a seamless network of greenways, green spaces, blue ways and complete streets is an integral part of people's active lifestyle including day-to-day transportation and recreation.

February 11, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue, Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

The Ferndale Housing Commission would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it was the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our Cities and the surrounding area. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

The Ferndale Housing Commission recognizes the importance of bicycle and pedestrian infrastructure in our communities. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the Ferndale Housing Commission and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,



Heather H. Van Poucker  
Executive Director







# HAZEL PARK

February 11, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

The City of Hazel Park would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it was the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our Cities and the surrounding area. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

The City of Hazel Park recognizes the importance of bicycle and pedestrian infrastructure in our communities. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the City of Hazel Park and our residents and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's Woodward Moves Complete Streets plan.

Respectfully,

Jeff Campbell  
Community Development Director



## A D M I N I S T R A T I V E     O F F I C E S

*Mayor*                      **Robert F. Paul III**  
*Commissioner*       **Joe Rozell**  
*City Manager*       **Amy Sullivan**

*Commissioner*   **Jules B. Olsman**  
*Commissioner*   **Jeff Jenks**  
*Commissioner*   **Michelle Elder**

February 5, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee,


The City of Huntington Woods would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it was the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our cities and the surrounding area. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

The City of Huntington Woods recognizes the importance of bicycle and pedestrian infrastructure in our communities. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the City of Huntington Woods and our residents and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's Woodward Moves Complete Streets plan.

Sincerely,  
CITY OF HUNTINGTON WOODS



Amy Sullivan  
City Manager



**Bret Rasegan, Planning Manager**

Office: (248) 858-5445 | raseganb@oakgov.com

February 9, 2021

ATTN: Mr. Vince Ranger, Grant Coordinator  
MDOT-Metro Region  
18101 W. Nine Mile Rd  
Southfield, MI 48075

RE: Bicycle and Pedestrian Improvements on Woodward Ave-TAP

Dear Mr. Ranger,

On behalf of the Oakland County Department of Economic Development (OCED), I am writing to express our strong support for the TAP application being submitted by Ferndale and Pleasant Ridge for the proposed bicycle and pedestrian improvements along Woodward Avenue. The planned protected bike lanes/cycle track and curb extensions at the intersections will improve visibility and provide on-road infrastructure to encourage active transportation among residents and visitors. This newly dedicated space will improve the user experience for people walking and biking and enhance connections to jobs, schools, health care facilities, restaurants, commercial centers and transit stops.

For over 40 years, OCED has assisted local communities with the planning, development and maintenance of the non-motorized network around the county. Walking and biking facilities have been shown to improve health and wellness, environmental sustainability, economic vitality and overall quality of life in the communities in which they are built. Implementing essential mobility projects, like those included in the *Woodward Moves* initiative, plays a key role in our overall goal of providing additional non-motorized transportation options and will also help to knit together the historic downtowns of the communities along Woodward Avenue—the region's Main Street.

Thank you for your consideration. Again, we strongly support this request.

Sincerely,



Bret Rasegan  
Planning Manager, Economic Development



February 11, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue, Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

REEF would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it was the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our Cities and the surrounding area. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

As transportation professionals, REEF recognizes the importance of diverse mobility options, including bicycle and pedestrian infrastructure in our communities. The proposed improvements to Woodward Avenue in the cities of Ferndale and Pleasant Ridge align with existing and future non-motorized plans. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the REEF and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,

A handwritten signature in black ink, appearing to read "Isaiah Mouw".

Isaiah Mouw, CAPP  
Executive Vice President





February 11, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

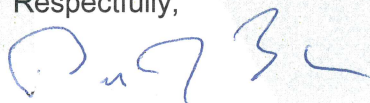
The City of Royal Oak would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it was the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our Cities and the surrounding area. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

The City of Royal Oak recognizes the importance of bicycle and pedestrian infrastructure in our communities. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. The mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify transportation options, improve the health and safety of community members, foster continued economic development in local downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at local businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the City of Royal Oak and our residents and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's Woodward Moves Complete Streets plan.

Respectfully,



Paul J. Brake, ICMA-CM, CEcD  
City Manager



**REGIONAL  
TRANSIT AUTHORITY**  
OF SOUTHEAST MICHIGAN

February 17, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

Regional Transit Authority of Southeast Michigan (RTA) would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle, pedestrian, and associated transit facilities on Woodward Avenue.

As transportation professionals, the RTA recognizes the importance of diverse mobility options, including bicycle and pedestrian infrastructure in our communities and how they connect to regional transit corridors. The mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to access transit stops.

I enthusiastically submit this letter of support on behalf of the RTA and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,  
please contact me at 313.402.1020.

Sincerely,

Ben Stupka, AICP  
Regional Transit Authority of Southeast Michigan





February 11, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

MoGo would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length, and later it helped usher in the era of the automobile when it was the first concrete paved road in the country. Today, bicycle and pedestrian improvements that improve our local quality of place are strongly supported by the residents of our Cities and the surrounding area. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

As transportation professionals, MoGo recognizes the importance of diverse mobility options, including bicycle and pedestrian infrastructure in our communities. The proposed improvements to Woodward Avenue in the cities of Ferndale and Pleasant Ridge align with existing and future non-motorized plans. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the MoGo and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,

A handwritten signature in black ink, appearing to read "Lisa Nuskowski".

Lisa Nuskowski  
Founder & Executive Director



# LEAGUE OF MICHIGAN BICYCLISTS

410 S Cedar St - Suite A, Lansing, MI 48912 | 517-334-9100 | [office@LMB.org](mailto:office@LMB.org) | [www.LMB.org](http://www.LMB.org)

February 11, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application

Dear TAP Review Committee:

The League of Michigan Bicyclists would like to express our full support for the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian facilities on Woodward Avenue. Woodward Avenue is the region's main street and has been on the leading edge of transportation innovation for the last century. It accommodated the interurban trains which knit together the downtowns of the historic communities that are located along its length. Later, under entrepreneur and bicycling advocate Horatio "Good Roads" Earle's leadership, it became the first concrete paved road in the country, helping usher in the era of the automobile. Today, some communities are feeling divided and even unsafe by the wide avenue and fast-moving traffic. The residents of our Cities and the surrounding area strongly support bicycle and pedestrian investments that improve our local quality of place and make our communities healthier and safer. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

The League of Michigan Bicyclists recognizes the necessity for bicycle and pedestrian infrastructure in our communities. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience aligns with community health, economic development, and climate resilience. These mobility solutions proposed as part of this TAP grant will allow Ferndale and Pleasant Ridge to continue to diversify our transportation options, offering people of all socioeconomic backgrounds get to and from places of work and of play. Diverse and equitable mobility will improve the health and safety of our community members, foster continued economic development in our downtowns, and serve as leaders in the future of mobility in the Greater Detroit Region.

The Woodward Avenue project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle tracks to connect communities

**IMPROVING LIFE THROUGH BICYCLING**



# LEAGUE OF MICHIGAN BICYCLISTS

410 S Cedar St - Suite A, Lansing, MI 48912 | 517-334-9100 | [office@LMB.org](mailto:office@LMB.org) | [www.LMB.org](http://www.LMB.org)

along this important link in the regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. It will make Woodward a safer, more comfortable place to walk and linger at our businesses. It will help people of This is an investment not only in transportation alternatives, but also in the economic vitality of our communities.

I enthusiastically submit this letter of support on behalf of the League of Michigan Bicyclists Board of Directors and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,

A handwritten signature in black ink, appearing to read "M. Begin", written in a cursive style.

Meredith J. Begin  
Vice President, Board of Directors  
League of Michigan Bicyclists  
[mbegin@lmb.org](mailto:mbegin@lmb.org)





**Suburban Mobility Authority for Regional Transportation**

Buhl Building • 535 Griswold Street, Suite 600 • Detroit, MI 48226 • (313) 223-2100

February 18, 2021

Southeast Michigan Council of Governments  
1000 Woodward Avenue  
Suite 1400  
Detroit, MI 48226

**Re: Letter of Support for the City of Ferndale and Pleasant Ridge TAP Grant Application**

Dear TAP Review Committee:

SMART is in full support of the City of Ferndale and City of Pleasant Ridge TAP grant application to improve bicycle and pedestrian accommodations on Woodward Avenue. As the region's main street Woodward Avenue has been on the leading edge of transportation innovation for the last century. Accommodating the interurban trains which knit together the downtowns of the historic communities located along its length, Woodward Avenue also usher in the era of the automobile as it was the first concrete paved road in the country. Today bicycle and pedestrian upgrades that improve the local quality of place are strongly supported by the residents of both communities and those in the surrounding areas. The proposed TAP grant will address the need for improved non-motorized transportation alternatives.

As the transportation professionals here in southeast Michigan, SMART recognizes the importance of diverse mobility options, including bicycle and pedestrian infrastructure within our communities. The proposed improvements to Woodward Avenue in Ferndale and Pleasant Ridge align with existing and future non-motorized plans for this region. Building out a regional network of dedicated bicycle lanes and improving the pedestrian experience supports community health, economic development, and climate resilience. The mobility solutions proposed as part of this TAP grant will allow for a greater diversity in transportation options; improve the health and safety of residents; foster continued economic development in the downtowns and allow Woodward Avenue to continue as a leader in the presenting the future of mobility for the Greater Detroit Region.

This project builds upon the strength of the existing Woodward Corridor Neighborhood bicycle route and the Pleasant Ridge cycle track project by implementing dedicated cycle lanes that connect communities along this regional bike network. This project will provide safe and comfortable dedicated bicycle infrastructure that will be attractive to and usable by bicyclists of all ages and abilities. In addition to creating a safer, more relaxed place to walk and shop and/or dine at the businesses along Woodward Avenue, this is an investment in transportation alternatives and the economic vitality of these communities.

I enthusiastically submit this letter of support on behalf of SMART and urge the Committee to fund the cities of Ferndale and Pleasant Ridge's TAP grant application.

Respectfully,

*Madonna VanFossen*

Madonna Van Fossen  
SMART, Oakland County Ombudsperson  
mvanfossen@smartbus.org

